



Pedestrian Forum

Safe Pedestrians and a Walkable America

VOL. 18, Fall 2001

http://safety.fhwa.dot.gov/programs/ped_bike.htm

The goal of the FHWA is to continually improve highway safety by reducing highway fatalities and injuries by 20 percent in ten years. Ensuring safe travel on highways is the guiding principle throughout the FHWA. Pedestrian fatalities account for about 12 percent of all traffic fatalities and are one of the focus areas of the Safety Office. FHWA has taken the position that walking and bicycling are legitimate modes of transportation.

There is no question that conditions for bicycling and walking need to be improved in every community in the United States; it is no longer acceptable that over 5,000 pedestrians and bicyclists are killed in traffic every year, that people with disabilities cannot travel without encountering barriers, and that two desirable and efficient modes of travel have been made difficult and uncomfortable. Every transportation agency has the responsibility and the opportunity to make a difference in the bicycle-friendliness and walkability of our communities. The design information to accommodate bicyclists and pedestrians is available, as is the funding. The United States Department of Transportation is committed to doing all it can to improve conditions for bicycling and walking and to make them safer ways to travel. (The Pedestrian Forum is also on the web at http://safety.fhwa.dot.gov/programs/ped_bike.htm)

Annual Bike/Ped Coordinators' Meeting

About 50 people (including more than half the State Bike/Ped Coordinators) participated in the 9th Annual Meeting of State Bike/Ped Coordinators on September 11-12, in Anchorage, AK. Other attendees included representatives from government, interest groups, and the private sector.

The meeting agenda included the AASHTO Pedestrian Guide, Rumble Strips, Context Sensitive Design/Traffic Calming, Biking and Walking in Northern Climates, Pedestrian Safety Road Shows, Rails with Trails Report, and reports on related activities from Federal agencies, national organizations, and States. In addition, field trips were conducted of downtown Anchorage (by foot) and overpasses and underpasses on bike trails (by bike). An evening field trip to see and experience a new bike trail near Aleyeska Ski Resort was also included.

... And the Course Must Go On!

Following the Bike/Ped Coordinator's meeting in Anchorage, a roll out of FHWA's newly developed draft **Pedestrian Accessibility Design Course** took place on September 13. Despite complications caused by the attacks on the World Trade Center and Pentagon (travel and course material delivery), the course was delivered to a full room.

Course content is based on the material in the *Designing Sidewalks and Trails for Access, Part II, Best Practices Design Guide* and the Access Board's upcoming rulemaking on pedestrian rights-of-way design guidelines. This course will be offered to FHWA field staff, and State and local designers and engineers. Accolades go to Barbara McMillen (FHWA) and Andy Clarke (Association for Pedestrian and Bicyclist Professionals) for their persistence in delivering the course despite lack of course instructors and difficulty in getting course materials delivered and packaged.

Designing Public Rights of Way: A Practitioner's Workshop and PROWAAC Meeting

About 150 people attended a 2-day workshop on Designing Accessible Public Rights-of-Way in Atlanta on July 23 and 24. Day 1 of the workshop included an overview of public rights-of-way rulemaking, regulations affecting the public rights-of-way, and accessible pedestrian design and construction. Day 2 consisted of small group site visits and group work sessions in which participants were tasked with studying various intersections in the Atlanta area and coming up with a plan for making these intersections more accessible for the disabled. Group findings/recommendations were presented to the larger group at the conclusion of the meeting.

Following the workshop, the Public Rights-of-Way Access Advisory Committee's (PROWAAC) Subcommittee on Technical Assistance met July 25. The purpose of the meeting was to establish a work plan for a technical assistance publication on alterations (for the Americans with Disabilities Act). The tentative plan for the PROWAAC committee, in developing the technical assistance manual is to do four similar workshops to the one mentioned above in the next year. The meetings are tentatively scheduled for St. Louis, MO, in November; Portland, OR, in February; and (confirmed) April 2-5 in San Antonio, TX.

Pedestrian and Pedalcyclist Deaths Down In a press release dated September 24, the National Highway Traffic Safety Administration reported that pedestrian deaths dropped from 4,939 in 1999 to 4,739 in 2000 (a 4 percent reduction). Pedalcyclist fatalities fell from 754 in 1999 to 690 in 2000 (an 8.5 percent drop).

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WHAT's NEW?

Pedestrian Safety Engineering Outreach Campaign:

FHWA awarded a contract for the development of an outreach campaign aimed at the roadway user that will (a) focus on sensitizing drivers to the fact that pedestrians are legitimate road users and should always be expected on or near the roadway, (b) teach people about minimizing their risk as pedestrians, and (c) develop program materials to explain or enhance the operation of engineering measures (walk signal, crosswalks, etc.). The materials will be applicable to various mediums and will be reproducible for adaptation and use by State and local governments and other safety organizations. If money is available, we will also select approximately 15 communities in which to pilot the campaign and conduct analyses post campaign to determine effectiveness in improving pedestrian safety

Cooperative Agreements to Demonstrate and Evaluate the Effectiveness of a Combined Pedestrian Safety Engineering and Intelligent Transportation System (ITS) Based Countermeasure Program:

Cooperative Agreements have already been awarded to Miami and Las Vegas, with another one pending. Phase 1 of the Cooperative Agreement develops a plan addressing pedestrian safety problem identification and countermeasure selection within the chosen locality. Phase 2 is optional at the discretion of the Government and consists of implementing the plan. The intent of the Cooperative Agreement is (1) to demonstrate the effectiveness of the pedestrian safety program plan in reducing pedestrian fatalities, injuries, and conflicts, and (2) demonstrate the plan's portability to other jurisdictions within the United States.

National Educational Curriculum for Bicyclists: This curriculum identifies the skills and knowledge that bicyclists of different ages need to have and matches these needs to already existing resources. The curriculum consists of a matrix targeting audiences that are the focus of various bicyclist training programs and a resource catalog designed to assist users in identifying relevant training materials under recommended topics for the target audiences. A web page is being developed that will be housed on the www.bicyclinginfo.org page. The Web page will include the curriculum, an interactive database, and a best practices guide for those designing their own courses. The curriculum and associated products will be completed by January.

Pedestrian Protection

Autoliv, an international automotive safety company, has developed a new system for protecting pedestrians who are struck by cars. In Autoliv's new system, sensors in the front bumper of the car detect when a pedestrian has been hit and send signals to two actuators that lift the rear part of hood. The reduction in injury severity occurs when the rear part of the hood bows before impact with the pedestrian's head. The new system is aimed at significantly reducing the risk for head injuries. For more information see, the following link:

http://www.autoliv.com/appl_alv/Autoliv.nsf/feb3568478b9bc04412566d3005567f8/55af5cf5b5b7262c80256a63005b94f4?OpenDocument.

Published

FHWA's Office of Highway Safety has published two reports related to rumble strips. The first is a synthesis of recent State DOT research studies into the relative "friendliness" of different rumble strip designs. The synthesis is available at http://safety.fhwa.dot.gov/fourthlevel/exec_summary.htm. The draft technical advisory notice provides FHWA's guidance on where and when rumble strips should be used. The technical advisory is at http://safety.fhwa.dot.gov/fourthlevel/rumstrp_ta.htm

New Traffic Calming Website

Visit <http://www.fhwa.dot.gov/environment/tcalm/index.htm> to see a new resource on traffic calming that features useful links to a wide variety of local traffic calming programs. For more information: Keith Moore of FHWA's Office of Human Environment, at (202)366-0524).

In-Roadway Flashing Lights at Crosswalks: An Informational Report

This new Institute of Transportation Engineers' report "contains information and data on the In-Roadway Flashing Light Crosswalk Warning System. The report gives a history of the system and a description of lighting devices and installation, as well as activation methods. It also discusses other uses of the device. The report includes charts showing existing US sites and existing California sites of the warning system." (Publication No. IR-105) Available through the ITE online bookstore; cost: members \$15.00; non-members \$20.00. <http://www.ite.org> (Information taken from the National Center for Bicycling and Walking's Centerlines: Issue number 23)

UPCOMING EVENTS AND CONFERENCES

October

- International Walk to School Day
- National Recreation and Parks Association Convention, Denver, Colo. www.activeparks.org/meetings/
- Footprints and Bike Tracks, Olympia, WA, Contact: www.bicyclealliance.org
- ASCE national conference, Houston, TX. www.asce.org
- Massachusetts Pedestrian and Bicycle Conference, Worcester, MA, Contact: josh.lehman@state.ma.us
- NAGHSR Annual Conference, October 14-17, 2001

November

- APBP Professional Development Seminar Series, Tucson, AZ, Contact: pedbike@aol.com
- First Pan-African Bicycle Conference, Jinja, Uganda. Heyen-perschon@t-online.de
- AASHTO Annual Meeting, Fort Worth, TX. www.transportation.org

December

Mobilizing for a SafeUSA, Atlanta, Ga. www.cdc.gov/safeusa